

**14 JANUARY 2002**



**Maintenance**

**CONTROL OF REPEAT, ABORT, CANNOT  
DUPLICATE (CND) AIRCRAFT  
DISCREPANCIES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes and defines responsibilities and procedures to control aircraft malfunctions, which are, repeat and or cannot be duplicated by ground operational checks. This instruction applies to all maintenance activities within the 944th Fighter Wing.

**SUMMARY OF REVISIONS**

This revision changes the office of primary responsibility (OPR), adds text (paragraph **1.5.3.**) and updates **Attachment 1**. A bar ( | ) indicates revisions from previous edition.

**1. Procedures:**

1.1. A repeat discrepancy on an aircraft is one which occurs on the next flight after corrective actions have been taken on a system and or subsystem. The repeat discrepancy will be identified by the debriefing section in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, and on a Sortie Maintenance Debriefing Worksheet. Repeat discrepancies will be identified by entering a red "repeat" in the discrepancy block of AFTO Form 781A. Debrief will notify the 302d Fighter Squadron Maintenance (FSM) Officer in Charge/Noncommissioned Officer in Charge (NCOIC) and the 944th Logistics Group (LG) Quality Assurance (QA).

1.2. When an aircraft aborts a scheduled mission for maintenance reasons, Maintenance Operations Center (MOC) will notify the FSM and QA. Quality Assurance will conduct a thorough investigation into the circumstances involved and initiate an ACC Form 122, **Abort/IFE Record**, or locally developed product to document abort and or incident occurrences. A history review will be conducted, system operational check will be monitored, and a complete and comprehensive report will be initiated to include the recommended actions to prevent recurrence.

1.3. If a discrepancy cannot be duplicated, and it has been determined that an operational check is required, an entry will be made in the next open discrepancy block, "operational check required." The original discrepancy and operational checks will refer to each other by entering the statement "See page (number), item (number)."

1.4. The Repeat Red Diagonal Discrepancy will not be cleared as a "cannot duplicate (CND) malfunction" until troubleshooting actions have been done by a qualified technician or specialist. If it is a CND, the red diagonal will be upgraded to a Red X. The "inspected by" block will be cleared by the flight chief, shop chief or a seven or nine-level technician who is authorized to clear a Red X for that system.

1.5. Repeat Red X Discrepancy:

1.5.1. The discrepancy will not be cleared as a CND malfunction until troubleshooting actions have been done by a qualified technician or specialist.

1.5.2. Maintenance supervision may ask for a meeting of involved personnel to clarify any actions taken and to recommend further action.

1.5.3. The "inspected by" block will be cleared by a flight chief or above, who is authorized to clear a Red X for that system. In the event that the flight chief or above is not on duty, the "inspected by" block will be cleared by the 302d Fighter Squadron (FS) Production Superintendent or the 944 LG Night Shift Superintendent, assuming those persons are authorized to clear a Red X for that system. In the event that no one previously mentioned in this paragraph is on duty, the "inspected by" block will be cleared by one of the two 302 FS Air Reserve Technician Expenditors, assuming those persons are authorized to clear a Red X for that system. This authority cannot be delegated.

1.5.4. If a Red X discrepancy is a CND that repeats two consecutive times:

1.5.4.1. The "inspected by" block must be cleared by the FSM NCOIC, or higher, or their designated representative in case of their absence.

1.5.4.2. The AFTO Forms 781 will be reviewed by QA.

CRAIG S. FERGUSON, Colonel, USAFR  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFSCM 21 Series (various volumes), *Core Automated Maintenance System (CAMS)*

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

ACC I 21-101, *Maintenance Management of Aircraft*

T.O. 1-1-300, *Acceptance/Functional/Checkflights and Maintenance Operational Checks*

T.O. 00-20-5, *Aircraft, Drone, Aircrew Training Devices, Engines, and Air-Launched Missile Inspections, Flight Repairs, and Supporting Maintenance Documents*

***Abbreviations and Acronyms***

**CAMS**—Core Automated Maintenance System

**CND**—cannot duplicate

**FS**—Fighter Squadron

**FSM**—Fighter Squadron Maintenance

**IFE**—inflight emergency

**LG**—Logistics Squadron

**MOC**—Maintenance Operations Center

**NCOIC**—Noncommissioned Officer in Charge

**QA**—Quality Assurance